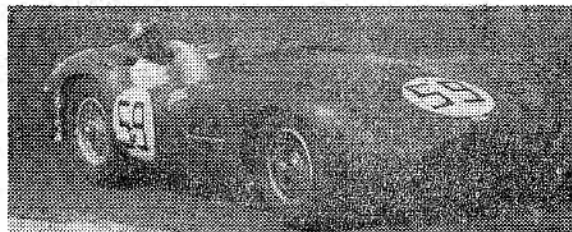


MOTOR RACING

Vol. 3—No. 19—Culver City, Calif.
(Published Bi-Weekly except last issue
of Calendar Year)

44 July 11-18, 1958

15c



George Woods

BOB OKER STREAKS TO VICTORY
Aston Martin 1st at Riverside

Big SCCA Ban Lifted—Page 1



Von Neumann Winner—Page 1



Hawthorn at Reims—Page 1



Holmes in RRR Win—Page 1



Rathmann at Monza—Page 3



Racing Charts—Page 4



Rally News—Page 5



MOTORACING Photo

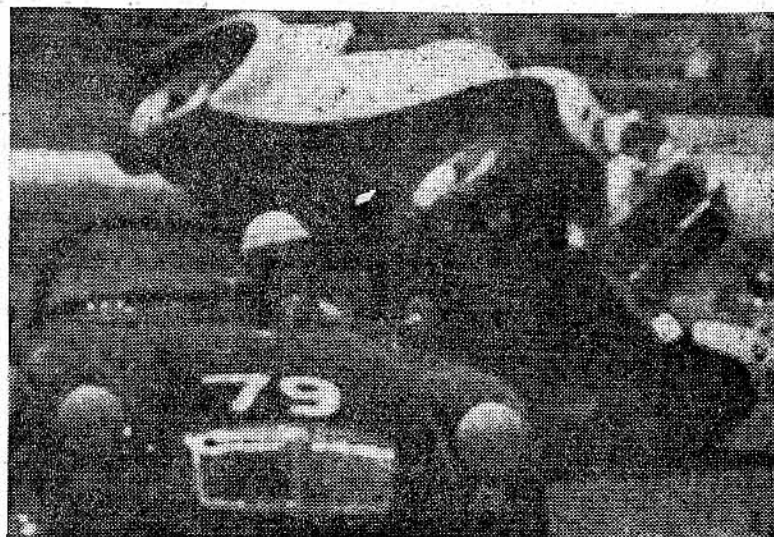
NUFFIELD TROPHY is presented by John W. Thornley, right, to Fred Sander, president of Long Beach MG Club, judged outstanding in 1957 activities by parent club in England. Story, other photo on Page 1.

Musso Killed

REIMS, France, July 6.—Luigi Musso, who became Italy's No. 1 road racing driver with the death last year of Eugenio Castellotti, was killed here today in the French GP.

His Ferrari crashed on the 10th lap of the race, won by Mike Hawthorn of England, who also drove a Ferrari.

(See Page 1 for Reims results)



MOTORACING Photo

HOW AN MG FLIPS—Yes, this MGTD did go over June 28 at Riverside Raceway's turn 6. Driver Ken Roehr, of Burbank, was saved by rollbar, walking away with only facial cuts. The MGA in the foreground, driven by Vernon Stephan, is in 4-wheel drift. It was a non-finisher.

Oker Riverside Victor in Aston Martin

By W. R. C. SHEDENHELM
MOTORACING Staff Correspondent

RIVERSIDE, Calif., June 29 — Twenty-nine-year-old Bob Oker, Whittier machinist, took Joe Lubin's factory Aston Martin through the traps at over 160mph today to finish a mile ahead of the Ferrari Testa Rossa of Richie Ginther and almost

Charts—Page 4

two miles ahead of third place John von Neumann.

Next in the over-1500cc main

event for modifieds at Riverside International Raceway were Ken Miles, Talbot-Lago, and William de Crefft, Aston Martin. The field was one of the lowest in

(Continued on Page 4, Col. 3)

Rally Coverage Lauded

MOTORACING's policy of devoting a full page to rally news, standings and photos is proving more popular with each issue.

High praise continues to pour in for the excellent coverage by MOTORACING's star husband-wife rally-writing team, Duane and Jerrie Sparks. Today's rally news is on Page 5.

Watch the next issue for details of the projected 3200-MI. American Intl. Rally, Nov. 4-5-6-7, from 6 U. S. cities, Canada and Mexico, ending in Los Angeles. Envisioned is a \$40,000 prize list, with \$12,000 for 1st. Entry fee is \$250. Organizers, including George Holland and Allen Gulberson, are now in process of incorporating.

SCCA Nat'l in Mass Suspensions



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IT'S ANDY PORTERFIELD LEADING IN CORVETTE AT RIVERSIDE
Richie Ginther (2nd here) Won Production Race in Ferrari Coupe

George Woods

Von Neumann, McAfee Post Triumphs at Vaca Valley

BY TOM WILSON

MOTORACING Staff Correspondent

DIXON, Calif., July 6—The First Annual Vaca Valley Road Races, sponsored by the San Francisco Region of the SCCA, were run off in expert style during the July Fourth weekend. With a

Bravo! Bravo!

Quite an august body in Europe and considered very rootyroot is the Guild of Motoring Writers.

Which is by way of saying that MOTORACING's Continental Correspondent, Henry N. Manney III, who divides his time between Switzerland and England, recently was elected to membership.

Bravo!

Shelton Site of Seafair Aug. 2-3

SEATTLE, July 7—The Northwest Region of SCCA announces the 1958 Seafair Sports Car Races will be held August 2-3 at Shelton, Washington.

The course is three miles per lap including fast bends, sharp turns, and long and short straights. Big modifieds lap in just under two minutes. This race will count for Pacific Coast SCCA points.

Holmes Triple-R Victor

SANTA ANA, Calif., July 4—In a 25-lap main event where his lead was never seriously threatened, Elgin Holmes boomed his 5-liter Williams Special through the 9 turns of the Orange County Fairgrounds 1.9-mile circuit for the checkered flag. An equally uncontested 2nd spot was taken by John Master-son in another modified roadster. Third overall among production and modified cars over 1600cc was Jack Bates in a stock 1958 Corvette.

The 25-lap semi-main saw TV's Bill Leyden drive the ex-Ernie McAfee OSCA to a win, followed by Bart Haskell on the ex-Ken Miles MG Special.

The benefit "Race for Lives" was sponsored by City of Hope in cooperation with Triple-R, pro-

fessional sports car racing organization. Some 1500 fans witnessed the race program.

Race 1—Novice, 10 laps. 1. Rich Shipley, Corvette; 2. Geo. Wheatcroft, Kurtis; 3. Doc Edinger, Corvette. Race 2—Women's, 6 laps. Time: 11:45.1. 1. Hildreth Hoppe, Corvette; 2. Barbara Scott, MGA; 3. Kay Furcho, Jag XK140. 4. Billie Jones, Citroen ID-19. Race 3—Sedans, 6 laps. Time: 12:01.1. 1. Al Candebe, Volvo; 2. Bill Jones, Citroen ID-19; 3. Ralph Shafer, Volvo. Race 4—Prod. under 1600cc, 10 laps. Time: 18:50. 1. Hanis Travers, Alfa; 2. John Cooper, Alfa; 3. Jim Nieland, MGA. Race 5—Prod. over 1600cc, 10 laps. Time: 16:46.02. 1. Jack Bates, Corvette; 2. Bob Kudler, Jag XK 140; 3. Bob Ray, Corvette. Race 6—Mod., all classes, 10 laps. 1. Elgin Holmes, Williams Special; 2. Hal Dolden, Special; 3. John Master-son, Special. Race 7—Semi-Main, under 1600cc prod. & mod., 25 laps. Time: 39:04.1. 1. Bill Leyden, OSCA; 2. Bart Haskell, MG Special; 3. Hanis Travers, Alfa. Race 8—Main, over 1600cc prod. and mod., 25 laps. 1. Elgin Holmes, Williams Special; 2. John Master-son, Special; 3. Jack Bates, Corvette.

France G-P To Hawthorn

REIMS, France, July 6—Mike Hawthorn of England won the Grand Prix of France, marred here today by the death of Luigi Musso.

Only 30 yards behind Hawthorn, Musso's mount was seen to plunge into a cement retaining wall, then rebound into a dirt embankment, finally shooting nose first into the air where it rolled and spilled out Musso.

Second to Hawthorn in the 258-mile race was another Briton, Stirling Moss, with Germany's Wolfgang Von Trips third and World Champion Juan Manuel Fangio fourth.

Phil Hill, Santa Monica, Calif., topped U.S. entries with his 7th-place finish, a lap behind the leaders. Troy Ruttman, La Mirada, Calif., 1952 Indianapolis victor was 10th, some 5 laps back.

1. Hawthorn, Britain, Ferrari, 257.8 miles in 2 hrs., 3 min., 21.3 sec. Average 125mph; 2. Moss, Britain, Vanwall, 2:03:45.9, 124.8 mph; 3. Von Trips, Germany, Ferrari, 2:04:21, 124.2 mph; 4. Fangio, Argentina, Maserati, 2:05:51.9, 122.6 mph; 5. Collins, Britain, Ferrari, 2:08:46.2, 120 mph; 6. Brabham, Australia, Cooper, 1 lap behind; 7. Phil Hill, Santa Monica, Maserati, 1 lap behind; 8. Bonnier, Sweden, Maserati, 2 laps behind; 9. Gerini, Italy, Maserati, 3 laps behind; 10. Ruttman, La Mirada, Calif., Maserati, 5 laps behind; 11. Schell, American, BRM, 13 laps behind.

Minden Airport to Host Races Aug. 2-3

RENO, July 7—The 1st Annual Nevada Grand Prix Sports Car Road Races will be held August 2-3 at the Minden-Gardnerville Airport, about 45 miles south of Reno. The weekend of racing is being held by the San Francisco Region of SCCA, and the Nevada Sports Car Racing Club.

The Minden Airport course, with 4.3 miles of paved landing strips and service roads, should prove one of the fastest on the West Coast. For entry blanks contact the SCCA, 2001 Van Ness Ave., San Francisco or phone OR 3-4588.

CONCOURS AT BLARNEY CASTLE

The 4th Annual Sports and Race Car Festival will be held at the Blarney Castle Restaurant, 623 So. Western, Sunday, July 13. This concours will feature over one million dollars worth of American and foreign machinery, including Bud Cohn's \$20,000 Mercedes Benz 540K and European Grand Prix cars.

SOME BANS LIFTED BY M'AFEE TEMPORARILY

Mass suspension of SCCA drivers by the National Contest Board in Westport, Conn. created a sensation last week, and equally as surprising was the lifting of the ban of four drivers, three of whom competed at Vaca Valley, by Jack McAfee, National vice-president and member of the Contest Board.

Suspended for one year for failure to declare their intentions to run as amateurs at Sebring last March were: Phil Hill, Jay Chamberlain, Lewis Rappoport, Carroll Shelby, Bruce Kessler, Alan F. Patterson, David Cunningham, William D. Helburn and John von Neumann.

For the same infraction, the following were declared ineligible to hold an SCCA competition license for one year from last March 22:

Mrs. Isabelle Haskell de Tomaso, Roy Jackson-Moore, G. C. Rainville, E. Pfaff, Masten Gregory, Ruth Levy and Jan de Vroom.

John M. Bishop, secretary of the CB, explained that last June 13 each case was considered individually and the following were suspended for three months and placed on nine months probation:

Templeton Briggs, Harry Fry, Jr., Richie Ginther, Arthur Tweedale, Frank Bott, W. A. Lott, E. D. Martin, Fred Fuller, Duncan Forlong, Richard Toland and Sam Weiss.

The board said probation meant "that the driving of the persons concerned will be closely observed, and any reported infractions will be brought before the Contest Board."

Nobody could fathom the relation between failure to declare a driver's amateur intentions and driving infractions.

PILOTS CLEARED

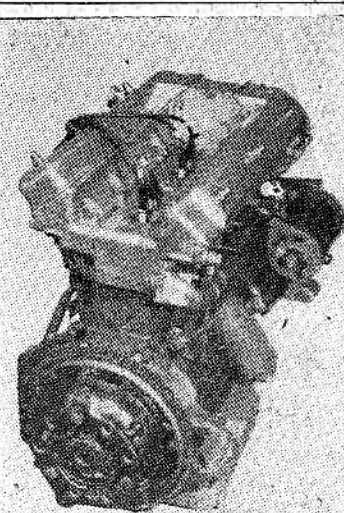
Since June 13, Bishop said, Weiss, Jackson-Moore, Lott and Cunningham furnished information which cleared them, returning their amateur status.

Bishop added: "The board also felt that in certain cases there were some extenuating circumstances and therefore penalties were less severe."

McAfee lifted the bans completely on von Neumann, Ginther, Weiss and Jackson-Moore, the first three racing at the Vaca Valley SCCA races last weekend. He said this was a temporary action, pending a meeting July 12 in New York of National officers and the Contest Board.



RUTH LEVY



HERE'S THE twin overhead camshaft engine for the new "MGA Twin Cam." It has been bored out to 1589cc. Mill develops 97bhp at 5000rpm and 108bhp at 6700rpm. Maximum speed is 120mph (allegedly). The new car does not replace the MGA.

Long Beach MG Club Awarded Nuffield Trophy

(Other Photo Cover Page)

John W. Thornley, general manager of the MG Car Co., and general chairman of the MG Car Club of England presented the 1957 Nuffield Trophy to the Long Beach MG Club at special banquet June 27. The trophy is awarded the MG Car club in the U.S. which is judged by officials of the parent organization in England to have been the most outstanding in its activities during the year. President Fred Sander received the trophy. The Long Beach club won it in 1954, the first year which it was awarded.

Thornley told about the new d.o.c. MG which will soon be on the market. This competition model is reminiscent of great days of MG racing, from 1928 to 1935, when the likes of Tazio Nuvolari drove MGs in competition.

OLD HOME SEMANA

Old Home Week at Monte Carlo recently—Henry N. Manney III, Adolph Deutsch, J. Stanley Mullin, Dr. Edward Boyd, Bob Nitske, Jack Ingram.



Vignettes

By Gus V. Vignolle

THE SPORTS PAGE OPENS AND EVERYBODY IS THERE

"A feast is made for laughter, and wine maketh merry: but money answereth all things."—ECCLESIASTES 10:19.

BROTHER, THEY HAD a real gasser the other night at the new Sports Page on La Cienega's Restaurant Row.

Before the official opening, they had a testimonial soigne soiree for Al Santoro, manager of this terrific new place. More than 2000 of his friends were in at some time during the evening to wish Al nothing but the best.

Only reason there weren't more people is that they bolted the new Paul Cummins spot at 2 a.m. This observer, of course, was in the kip long before that.

For more than three decades Al Santoro was a sports editor up in Oakland and at the L.A. Examiner. The way the place was humming you'd think everyone he ever knew was there.

The Sports Page now shares the limelight with the Grand Prix for the sporting trade. It is to L.A. what Toots Schor's is to N.Y.

Notables Galore at Sports Page

They have a number of excellent sports exhibits all around, plus impressive Permaplaques of the sports pages of leading newspapers throughout the U.S.

And right at the center of one wall, near a Borroni wheel and Ferrari steering wheel, in glistening Permaplaque, is a recent front page of MOTORACING.

Lots of notables on hand... Ralph and Nancy Kiner, John and Ailene Weissmueller, Johnny Longden, Leo Newman, Sam Hanks,

(Continued on Page 3, Cols. 1-2)

Slightly Modified

BY W. R. C. SHEDENHELM

GEE, THAT NEW ruling about not bringing any beer into the Riverside Raceway sure could be rough on some people. Luckily we only had cans of fig juice in our ice chest. Two six packs of it. Now we not only have to elude the officials in the pits, but the ones in the spectator area as well. We can see a red hot market for pads of beer can-sized fruit juice labels. Riverside will have the healthiest looking bunch of sports car fans in the world.



SHEDENHELM

MORE MILES

This time we played it smart and didn't congratulate Ken Miles on taking third place on Saturday. We're not as dumb as we look. (That doesn't sound right, somehow.) Anyway, we didn't do it.

ARMY SCENE

How about if Lance Reventlow gets drafted, now that he's 21 and 1A? Just close those red little pig eyes and imagine the scene. A brigadier general has just given Lance a chewing out for leaving his money scattered all over the barracks floor and making things look messy.

REVENTLOW: Now see here, general... don't you get smart with me or I'll buy this Army and toss you out on your bazooka!

FIVE-HUNDRED PROBLEMS

Tom Wilson, who is not exactly the patron of the 500cc Club, erred when he claimed that the

alcohol, used by the 500s is drinking stuff. That's ethyl alcohol you're thinking of, Dr. Wilson, sir. The 500s and the old Formulas I and II use methyl alcohol. That's not for drinking. Old W.R.C. knows. We were wrong, though, when we claimed that the officials at Laguna Seca had expected the cars to run on denatured rubbing alcohol. It wasn't anything as ridiculous as that. What the 500s were expected to use for fuel was denatured cleaning solvent type alcohol.

BULLY, MAX

In the pits, Saturday, after Richie Ginther came in with all side of the Testa Rossa all bashed in, having been clobbered by the Balchowsky Special.

RICHIE: Why does he have to hit ME all the time?

WRCS: Did he apologize after he did it?

RICHIE: Well, yes, he DID apologize, but why can't he pick on somebody his own size for a change?

SIGNS OF SOMETHING

Painted inside the nose of the Scarab: "Looking for Bruce."

On the rear of ex-Porsche driver Johnny Porter's Chrysler station wagon: CHRYSCHIE.

NASAL MANEUVERS

How about that driver who claimed that he was suffering from nasopharyngitis all last weekend? Kept spraying his throat every few minutes. Even on the starting grid. As we were suffering from a touch of the croup ourselves, we tried the atomizer when he wasn't looking. Wowiee! Straight vodka.

Pacific Coast Race Standings

Latest Pacific Coast sports car racing point standings include all races except last week's Vaca Valley event. There were no changes among leaders since the last issue.

Races so far in '58 include Pomona, Phoenix, Stockton, Palm Springs, Tracy, Hawaii, Santa Barbara, Laguna Seca and Riverside. Points are awarded on a 6-5-4-3-2-1 basis for both Saturday and Sunday racing. In certain rare exceptions extra points are awarded arbitrarily to equalize class inequalities.

PACIFIC COAST POINT STANDINGS

Compiled by ERIC HAUSER
MODIFIED OVER-1500CC

1. Richie Ginther	Ferrari	57
2. John von Neumann	Ferrari	33
3. Bob Oker	Aston-Martin	25
4. Lance Reventlow	Scarab	20
5. Max Balchowsky	Buick	19
6. Dan Gurney	Ferrari	18
7. Sam Weiss	Ferrari	12
8. Carroll Shelby	Maserati	11
9. Jack McAfee	Porsche	11
10. Charles Howard	Maserati	10

MODIFIED UNDER-1500CC

1. Jack McAfee	Porsche	84
2. Eldon Beagle	Porsche	30
3. Bob Oker	Willmetts	27
4. Ken Miles	Porsche	24
5. Joe Playan	Porsche	18
6. Loretta Richert	Porsche	18
7. Skip Conkitt	Lotus	12
8. Frank Monise	Lotus	12
9. Lance Reventlow	Cooper	10
10. Bob Burns	Porsche	10

PRODUCTION OVER-1500CC

1. Andy Porterfield	Corvette	47
2. Bill Love	AC Bristol	37
3. Richie Ginther	Ferrari GT	36
4. Lew Spencer	Morgan	26
5. E. F. Robinson	Ferrari GT	23
6. Bob Winkelman	300SL	22
7. Tony Settember	Corvette	21
8. Jim Connor	Ferrari GT	20
9. Gordon Crowder	AC Bristol	17
10. Cloyd Gray	Corvette	17

PRODUCTION UNDER-1500CC

1. Don Dickey	Porsche	45
2. Jim Moore	Porsche	44
3. D. D. Michelmore	Porsche	44
4. Ed Vincent	Porsche	21

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LETTERS

to the Editor

LOOK OUT, FERRARI

Went out to Riverside, but the races didn't seem to be of the usual high quality of Cal Club events. Would like to know how many Ferrari Berlinetta coupes have come off the assembly line. I read in the paper where the 39,000th Corvette has been produced.

If I remember right, the SL Roadster ran in the modified class last year, also the XKSS Jaguar. Maybe the rules have been changed but I thought at least 150 cars of a kind had to be built to be production. There are probably more D-Jags than Berlinetta coupes. Porterfield beat the GT at Santa Barbara and made it real tough for the Berlinetta. There wasn't a GT on the course at Riverside and there was a real good driver in the Berlinetta. Sure takes a lot of money to beat a Corvette.

Looks like that prancing stallion of Ferrari is going to have to put all four feet on the ground to beat the Scarab. It was real nice to see it leave that furrin iron so easy.

George Garrett,
El Segundo, Calif.

WHERE IS THAT \$\$

Just a short note with my renewal to say how about a few more lines about Triple-R racing? Having just about completed my backyard bomb (wish I had a good Merc flathead mechanic), I have decided that I'll run for the dough, little as it is right now. Racing still is only a hobby, but I would like to earn a tire or two for my efforts.

You're right! Where does all those profits from the Cal Club races go? Somebody must sure be making a nice nest-egg.

Hope your paper will be around many more years and I wish it was bigger.

Bob Pierson
Fullerton, Calif.

WELCOME BACK

After seeing the last Santa Barbara and Riverside races, I decided to subscribe to your great publication again (I subscribed in 1956-57, but then lost interest because there was too much sports car club "politics" and not enough racing). Please start sending MOTORACING to me at once.

J. H. Scalzo,
Glendora, Calif.

P.S.: What ever happened to Tony Parravano?

Editor's Note—At last reports, TP was in Guadalajara, Jal., Mexico, interested in developing a housing project. The Govt. had taken over some of his cars, selling 'em to satisfy income taxes.

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FLAVIO ST. GERMAIN

PREDICTS THAT---



The new 1600 BMW will have a Michelotti designed body.
Indy has only about five years left, Accidents, public opinion, and sports and GP racing will close it.

A European auto firm will go broke next year. As a last resort it will introduce a V6 1500 sports at a reasonable (for them) price, but two guys in the U. S. will queer the deal by being too greedy.

Fangio will not retire (as Nitske said), but is waiting completion of the new Mercedes GP car which will be introduced to tie in with the new 220SL, a sports with a slightly cleaned-up 190SL body, etc., with the screaming 220S (which already propels that big box sedan at a horrible rate of knots) mill.

Mercedes, which recently bought out DKW, will push the thunderbird-like sports coupe and also the little 'un. The others will get restyled eventually.

Rover will come out with a new and much better looking car. Peugeot will belt the hell out of Volvo as soon as they get running right in So. Calif.

An English Group will be in dead trouble financially.

'Pedal Pushers'

BY GERI FLEMING

ENGAGEMENTS, WEDDINGS AND... Gloria Dearborn and Roger Smith... told friends of their engagement during the Riverside race weekend. Richie Ginther and Jackie Holter have set the date—August 9, at St. Augustine's Church, Culver City.

Most unusual wedding was Ray Frug's. He and Beverly Lind Ducker were wed recently aboard the S.S. Lellani at sea—latitude 21°-03' N, longitude 157°-33' N.

Newlyweds Mr. and Mrs. Duane Alan are now "at home" in Monterey Park.

It was an 8 lb. 12 oz. son for Ellie and Dusty Mahon.

TRAVELogue... Kay Harding is doing some European sight-seeing this month with Dusty Mahon's Grand Prix Tour... while Essie Sugarman is in the throes of packing for her forthcoming trip to Germany with her husband Stan, and Jack McAfee.

Reaming the local scene are Ann Bothwell, Catalina-bound; and Mrs. Jerry Austin, who just returned from visiting her family in Stockton.

FASHION SHOW... Pat McAfee looking like a picture in her black chemise trimmed with a blush rose.

Jill St. John's flowered capris with matching shoes and purse... WSCC's lovely president Lee Baker sporting a becoming white 'n' black slacks suit... Susan (Mrs. Phil) Curry knitting another silk ribbon dress for the fall season.

HITHER AND YON... Karen Vess has left the Riverside Press. Flo Beck should be named the official "hostess" for the Grand Prix Drinking team... Betty Shutes' red and gold Porsche Spyder available for MONEY.

Dr. Hildreth Hoppe's article on "Sports Cars" Professional "Amateur" in the September issue of SPORTS CAR WHEEL.

In the same magazine, a feature story on Mary Davis... A real treat to see Josie von Neumann McLoughlin back in action... Barbara Windhorst and Shelby Hunsinger on the cover of "Regional Ramblings"... June Van Trees seen around town in her new Karmann Ghia.

USAC SEEKS DRIVERS... Charlie Brockman of USAC, who has been in Europe, hopes to sign up top American and European drivers who raced at Monza for the USAC-sponsored sports car races at Virginia International Raceway, Riverside, Marlboro and Lime Rock.

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Vignettes

By Gus V. Vignolle

THE SPORTS PAGE OPENS
AND EVERYBODY IS THERE

(Continued From Page 1)

Dorothy Poynton, Foghorn Murphy, Benny Miller, Frank Crowley, Fred Kimball, Gene Coughlin, Jimmy McLarnin, Carl Zamlock, Herb Cronbach, Xavier Yancee and

Angus Grilk, Michael Cotza, Ramon San Remo, Flavio St. Germain, Jason Tenweather, Gordon Currie, Gideon Feevatt, John Malone, Manuel M. Medina, Ancil S. Simon, Ramon Sixta and others too numerous to mention.

They tossed around a lot of things, frinstance that:

John von Neumann will race his Ferrari Testa Rossa at Gardena Stadium the 26th. Most thought he wouldn't on that small oval, but John says the suspension is ideally suited for it.

Bill Shedenhelm's report that the only serious injuries at the



MOTORACING Photo
GERI FLEMING, center, president of the Lance Reventlow Fan Club, presents the driver with a painting of his Chevy-Scarab at Riverside races. At right is Dusty Brandel, another officer of the club.

Triple-R races 4th of July were suffered by one woman who fell out of an outhouse and sprained her ankle, and by a driver, in the pits, who laughed so hard when he heard this that he let his car slip off its trailer and suffered a broken foot.

Robert Daley's comment in the N.Y. Times over the storm and strife that came off at Monza recently. First Keith and Roger Ward and later Ray Crawford and Jim Reece boxed Stirling Moss for several laps. Moss couldn't pass at all.

Daley reported Moss was baffled at first, then blew up angrily, shaking his fist at the Americans. Then this quote:

"During one intermission, Phil Hill said to Ward: 'I'm faster than you are, Roger, but at the only spot where it's safe to pass, you cut me off.'"

Those Guys 'Fight for Their \$'

"Ward replied: 'We are not sporting drivers. We don't wave people past like gentlemen. We have to fight for our money.'"

There, Mac, you have the American attitude (Indy type) to European driving!

Three comments sent to this writer on the Lance Reventlow Fan Club, along with membership blanks: 1. I felt you should know; 2. I think I'm going to be sick; 3. How do you like these apples? Personally, I'm gonna sign up with the Disorganized Admirers of Jean Pierre Kunstle Fan Club and the Dan Gurney Chapter of the Disorganized Admirers Fan Club. The officers of these noble units, of course, are Alvida Lans, Blanche Baker and "Jaguar" Jane Moore.

And nobody knew Mike Hamilton could handle that rod and reel until they related how, recently, at La Paz all by herself (allegedly, assertedly and purportedly) she brought in a 130-lb. marlin.

And they kept wondering whether the Nassau deal with SCCA will ever be settled . . . and George Cary, the BevHills bon vivant and sports car racing impresario, tying the nuptial knot with his ex-wife, Eleanor (Sis) Frothingham Cary, mother of their son Tony, 14. Wedding was at Ensenada, Mexico. They'll make their home at Santa Barbara for the summer, then to Beverly Hills.

Sharp Drop in CSCC Entries

Nacho Lozano's comment: "I should have gotten this boat five years ago." . . . Bill Devin, the noted body (sports cars) builder, is in Europe. Some important notes on him in the next issue. . . . Lowest entries (110) in a long time for CSCC at Riverside—recession (no \$15 entry fee) and course too long for the little cars. . . . Anne and Johnny Williamson of Williamson Motors on a vacation to the Caribbean countries. . . . Gordon Currie's rejoinder that you can now join Crackpots Anonymous in Hollywood. . . . And they're still talking about all the Jesse Jameses at the Laguna Seca races, plus the cops pinching John Q. like mad (Tom Wilson musta got nailed). . . . And much, much talk about the SCCA banning everyone and his brudder, lifting the bans, reconsidering the bans, ad infinitum.

And the rejoinder overheard on leaving the Sports Page much too early: "Sorry, no sneezewood!"

Don't let them think you're a gleep who wandered in off the streets. Tell them you saw their ad in MOTORACING!

WHISKEY SMASH

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Rathmann At Monza; 166 Avg.!

MONZA, Italy, June 29. — Jim Rathmann, Miami, averaged 166.788mph here today to win the 500-mile U.S. vs. Europe race, which was run in three 166-mile heats.

He drove a Zink Leader Spl. and won all heats in total elapsed time of 2:59:37.3.

Jimmy Bryan, last year's winner, was 2nd. He was 2nd, 3rd and 2nd in the three heats. Third were Luigi Musso, Mike Hawthorn and Phil Hill, 4-liter GP-type Ferrari; 4. Ray Crawford, Meguire Mirror Glaze Spl.; 5. Jim Reece, Hoyt Spl.

Six out of the 19 cars finished. Ivor Bueb was 9th in a Jaguar. Juan Manuel Fangio drove the Dean Van Lines Spl., but was forced out on the 2nd lap of the 3rd heat. He didn't race the 1st two heats because of blown pistons.

Stirling Moss, Maserati Eldorado, grazed the rail on the 40th lap of the last heat and was forced out. He seemed certain of 3rd at the time.

1. Jim Rathman, Miami, Zink Leader Card Special, 2:59:37.3 average speed 166.788 mph (189 laps); 2. Jimmy Bryan, Phoenix, Arizona, Belond Special, 3:01:09.6 (189 laps); 3. Phil Hill, Santa Monica, Calif., Mike Hawthorn, Britain, and Luigi Musso, Italy, Ferrari, 3:01:00 (180 laps); 4. Ray Crawford, Pasadena, Calif., Meguire Mirror Glaze Special, 3:01:26.4 (178 laps); 5. Jimmy Reece, Speedway, Ind., Hoyt Machine Special, 3:01:50.2 (178 laps); 6. A. J. Foyt, Houston and Maurice Trintignant, France, Sciavi and Amos Special, 2:55:58.8 (174 laps); 7. Stirling Moss, Britain, Maserati Eldorado, 2:40:59.2 (164 laps); 8. Bob Veith, Oakland, Calif., Bowes Seal Fast Special, 2:27:23.0 (153 laps); 9. Ivor Bueb, Britain, Jaguar 3,800 cc 3:01:25.8 (148 laps); 10. Troy Ruttman, La Mirada, Calif., Agajanlan Special, 2:12:07.9 (135 laps); 11. Jack Fairman, Britain, Jaguar, 2:00:03.1 (114 laps); 12. Masten Gregory, Kansas City, Jaguar, 2:00:11.1 (99 laps); 13. Harry Schell, Paris, Ferrari-Chinetti, 1:18:32.2 (71 laps); 14. Johnny Thompson, Center Valley, Pa., D-A Lubricant Special, 1:05:25.8 (65 laps).

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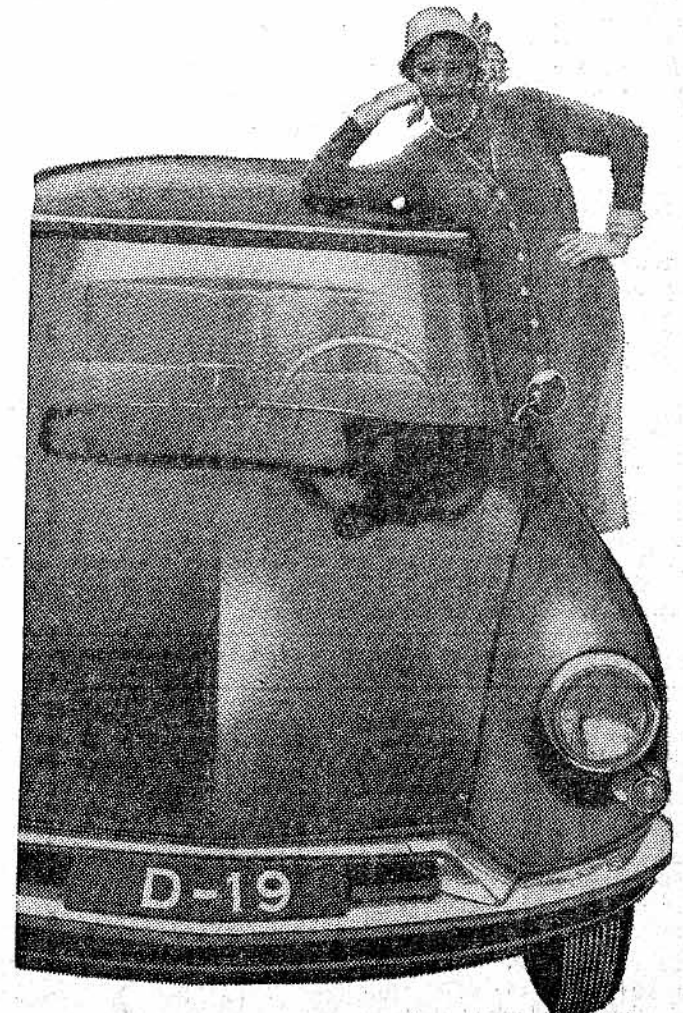
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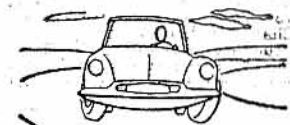
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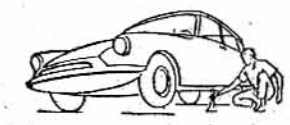
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Riverside Race Charts

California Sports Car Club, 2nd running Riverside Road Race Course—2.75 miles. Data on non finishers by MYRA JONES.
JUNE 29

RACE 8—Production under 1500cc. Time 38:01. Laps 15. Fastest recorded lap: No. 200—2:27. Avg. 77.45 Miles 49.125.

Pos.	Car No.	Sec. Behind	Driver	Make of Car	CLASS POSITION
1	200		Dickey, Donald	Porsche Carrera	1
2	72	29	Moore, Jimmy	Porsche GT Carrera	2
3	18	40	Michelmores, DD	Porsche Spd Car GT	3
4	7	143	Snyder, Arthur	Porsche Carrera GT	4
5	115	160	Aldhous, Frank	Alfa Romeo Veloce	5
6	194	1L4	Crank, Jim	Alfa Romeo	6
7	128	34	Scurlock, Rob't.	MGA	7
8	67	62	Forbes-Robinson	MGA	8
9	63	72	West, Willie	Alfa Romeo Veloce	9
10	120	2L28	Bythinger, Klaus	Alfa Romeo Veloce	10
11	64	43	Quint, Richard	MGA	11
12	237	62	Taylor, Sam	MGMKII	12*
13	100	73	Greycloud, Art	MGA	13
14	61	83	Carter, Phil	MGTD	14*
15	101	122	Bleak, Jack	MGTF	15*
16	0	4L52	Honeter, Jim	MGTF	16*

*—Under 1300cc MGs.

Did not finish—4 Mark Sanders, MGA; 15 Harold Greenberg, MGA; 22 Charles Berg, MGA; 89 Ray Pickering, MGA, lost valve.

RACE 9—Production over 1500cc. Time 36:40. Laps 15. Fastest recorded lap: No. 171—2:22.2. Avg. 80.4. Miles 49.125.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
171	233	36	166	163	38	132	37	30	10	164	35	31	17	94	252	47	99
Ginther, Richie	Porterfield, Andy	Settember, Tony	Dickson, Bob	Breskovich, Jack	Love, Bill	Hoffman, Bob	Grant, Fred	Gaskins, Bill	Beal, Carlton	Windhorst, Bob	Burbridge, John	Bucknum, Ronnie	Fouch, Jim	Young, Bob	Coffin, James	Drew, Earl	Hively, Geo.
Ferrari	Corvette	Corvette	Corvette	A/H	A C Bristol	Corvette	Corvette	Corvette	Merc. 300SL	A/H	Corvette	Porsche Spd	A C Bristol	A/H	A/H	A/H	A/H

Did not finish—2 Max Gordon, AH, flipped on turn 4, extensive car damage, driver OK; 28 Ted Cooper, AH; 41 Scott Briley, Corvette, broken piston; 86 Trenor, Stanley, Corvette, engine trouble (?); 147 Bill Klingensmith, AC Bristol; 195 Paul Cote, AC Bristol, broken axle.

RACE 10—Modified under 1500cc. Time 57:08. Laps 25. Fastest recorded lap: No. 88—2:14.4. Avg. 86.1. Miles 81.875.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
88	50	114	8	102	136	40	44	152	66	73	46	104	90	196	24
McAfee, Jack	Miles, Ken	Schroeder, C.	Mittler, Dusty	Nethercutt, J.	Biehl, John	Davis, John	Monise, Frank	Evans, Bill	Mollie, Wm.	Peron, Perry	Starbuck, Jim	Wheeler, Bill	Friedhauer, Bill	Dean, Harold	Barker, Ed
Porsche Sp	Porsche Sp	Lotus Climax	Lotus Climax	Lotus Climax	Cooper Climax	Porsche Sp	Lotus Climax	Lotus Flat	Fairchild Panhard	Abarth Zagato	Moretti	D B Panhard	Alken D2 VW	Panhard Sp.	Moretti

Did not finish—1 Walker Edmiston, Crosley, lost oil pressure, 4 laps; 25 Jim Chaffee, MG Spl., overheating; 83 Bill DeCreft, Wilment, ran out of gas, 3rd lap from finish; 131 Jim Parkinson, Ferry Renault, ran out of power; 160 Chuck Daigh, Cooper, broken rotor in gas; 221 John McLaughlin, Cooper, no oil running in 3 cylinders, plug wire came off.

RACE 12—Modified over 1500cc. Time 55:51. Laps 25. Fastest recorded lap: No. 59—2:12.4. Avg. 83.1. Miles 81.875.

1	2	3	4	5	6	7	8	9	10
59	21	11	350	32	23	146	149	53	158
Oker, Bob	Ginther, Richie	von Neumann, J.	Miles, Ken	deCreft, Wm.	Timanus, John	Morgenson, Dick	Bondurant, Bob	Kessinger, C.	Duncan, G/
Aston Martin	Ferrari	Ferrari TR	Lago Talbot	Aston-Martin	Lotus Climax S/C	Morgenson Sp.	TR2	Maserati Spy	TR2

Did not finish—16 Lance Reventlow, Scarab, broke half shaft on turn 6; 95 Pete Woods, Maserati, sucked dirt into engine following spin into dirt on Turn 9, wiped out bearings; 141 Alex Budurin, Maverick Spl., seized engine.

Lack of space prevents running complete charts. Summary of other races appears elsewhere in this issue.

Compiled by the Long Beach MG Club Scoring Team

VON NEUMANN, McAFEE SCORE

(Continued from Page 1)

art in a Panhard and Glenn St. Louis in a Renault followed in order to take the small bore loot.

The big bore modified race was a Ferrari duel from the start, but Richie Ginther soon gave up the ghost and Sammy Weiss proceeded to go into a series of spins that called for the black flag and a warning from the Chief Steward. This put the McAfee's RS Spyder in the second spot. About this time, Johnny von Neumann slipped on the

treacherous second turn and McAfee closed to 7 seconds behind the 3.0 Ferrari. In the 3rd and 4th spots were Sam Weiss and Fred Knoop, waging a duel of their own.

MORE CAUTIOUS

Von Neumann was more cautious after his turn 2 experience and kept the hard-driving McAfee a safe 10 seconds in arrears. Von Neumann and McAfee lapped the rest of the field and were followed by Sam Weiss in third

(Continued on Page 6, Col. 2)

Oker on Top At Riverside

(Continued from Cover Page)

years, 10 finishing in a field of 13 cars.

Oker averaged 88.1mph for the 25-lapper around the 3.27-mile road course.

Lance Reventlow, in his Corvette-powered Scarab Mk. 1, won Saturday's main event, breaking both the records for lap speed and top speed down the straight in the process. Reventlow turned in one lap at 2:09.7 and roared through the timing traps at 169-mph. The previous records were 2:10 and 164-plus, set by Dan Gurney in a 4.9 Ferrari last November.

In Sunday's race Reventlow accelerated through Turn 1 in the lead, but began to have trouble with the differential. This slowed him down to 165mph through the traps on the final lap. Leading the pack down the 6000-foot back straight on the second lap, the rear-end gave out completely and Reventlow coasted hairily around the banked Turn 9 and into the pits.

WOODS SPINS

Immediately behind Reventlow were Oker, Ginther, Von Neumann and Pete Woods fighting to take over the newly vacated first spot. Oker got through the turn first, with the other three trying to take the banking side by side. Woods, on the inside, lost Edgar's 4.5 Maserati completely and spun into the infield with a great show of flying dust and running flagmen.

This left Oker, Ginther and Von Neumann leading the race, with Woods trying fiercely to make up for lost time. The wild spin had thrown dirt into Woods' engine compartment and he retired on the 16th lap with sandy pistons.

With the nearest threat, Miles in the Talbot Lago G.P. car, two laps behind, the main dicing was in the fight for second place. First Ginther led, then Von Neumann, then Ginther again. Finally the heat in the closed cockpit of Von Neumann's Testa Rossa got too much for him. He roared past Ginther on the back straight, to show that he could easily do it, then made a fast pit stop to have the metal tonneau cover removed. Back on the course Von Neumann held an easy third, but had no chance to catch rapid Richie Ginther.

McAFEE WINS

The under-1500cc main events were Jack McAfee's both days. Jack, the Bear, who had beaten Miles the last two races, at Pomona and Santa Barbara, showed that these wins had been no accidents by handily repeating

(Continued on Page 6, Col. 3)

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Vaca Valley Charts

San Francisco Region of the SCCA, FIRST VACA VALLEY ROAD RACES, Vaca Valley Raceway, 2.1 miles.

RACE NO. 8, Prod. under 1600cc. 25 laps, 52.5 mi.

Pos.	Driver	Make	No.	Classes	F	G	H
1	Don Dickey	Porsche Carrera	20		1		
2	Carl Meyer	Porsche Carrera	180		2		
3	Bob Herda	Porsche Super	138		3		
4	Dan Herman	Porsche Carrera	177		4		
5	Emil Pardee	Porsche Euper	136		5		
6	Charles Adams	Porsche	57		6		
7	Leon Robertson	Porsche Super	127		7		
8	Wm. Slater	Porsche Super	125		8		
9	Ron Hathaway	Alfa Veloce	8			1	
10	Ed Crooks	Alfa Veloce	41			2	
11	Jim Castle	Porsche Super	92			9	
12	Bob Winkelman	MGA	110			10	
13	Jack Dalton	MGA	40			11	
14	Bob Potter	MGA	32			12	
15	Fraser Sibbald	MGA	52			13	
16	Randall Cowherd	MGA	131			14	
17	Marion Lowe	Alfa Veloce	34				3
18	Ed Leslie	MGA	98			15	
19	Bob Ellis	MGA	24			16	
20	Bob Hagin	Porsche Coupe	190			17	
21	Ed LaMantia	MGA	31			18	
22	Steve Froines	Alfa Veloce	148				4
23	Morton Gray	MG TC	49				5
24	Roger Mace	A-H Sprite	82				1

RACE NO. 9, Mod. under 1500cc. 35 laps, 73.5 mls. Time 56:17.2

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Jack McAfee	Eldon Beagle	Jack West	Erwin Lehr	Paul Nau	John Stevenson	Dave Skilling	Pierre Phillips	Stan Peterson	Fred Block	George Divers	Dan Hernandez	Bill Wood	Jack Anderson	William Stewart	Glenn St. Louis	Jerry Lewis	George Green	John Miller
Porsche Spyder	Porsche RS Spyder	Porsche Spyder	Porsche Spyder	Lotus XI	Porsche Spyder	Porsche Special	Lotus XI	Lotus XI	Porsche Spyder	VW Ghia Special	Lotus XI	Deutsch Bonnet	MG TD	Panhard Special	Panhard Special	MG Special	Grite Special	Lotus XI

RACE NO. 10, Prod. over 1600cc. 25 laps, 52.5 mls.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Andy Porterfield	Bob Nix	Hugh Harn	Andy Nielsen	J. L. Giroux	Chick Leson	Bill Kincheloe	Charles Persons	Bob Cole	Sandy Greenblat	Bill Berryman	Jim Hughes	Jim Cote	Al Freudenberg	Dick Newhall	Earl Grafton	Wallace Thomas	Brett Morehouse	Floyd Shannon
Corvette	Corvette	Corvette	Jag XK 140	Corvette	AC Bristol	A-H 100-6	A-H 100-6	TR 3	Corvette	A-H 100M	A-H 100M	AC Bristol	TR 3	A-H 100M	TR3	A-H 100M	A-H 100M	Jag XK 140

RACE NO. 11, Mod. over 1500cc. 35 laps, 73.5 mls. Time 54:46.4

1	2	3	4	5	6	7	8	9	10	11
John Von Neumann	Jack McAfee	Sam Weiss	Charles Howard	Gordon Glyer	Fred Knoop	Rod Carveth	Stan Peterson	Jack West	Russell May	Donald Miller
Ferrari Testa Rosa	Porsche Spyder	Ferrari TR	Porsche Cooper	Ferrari Testa Rosa	Huffaker Spl.	Aston-Martin	MG Simca Spl.	Porsche Spyder	Porsche Spl.	Miller Spl.

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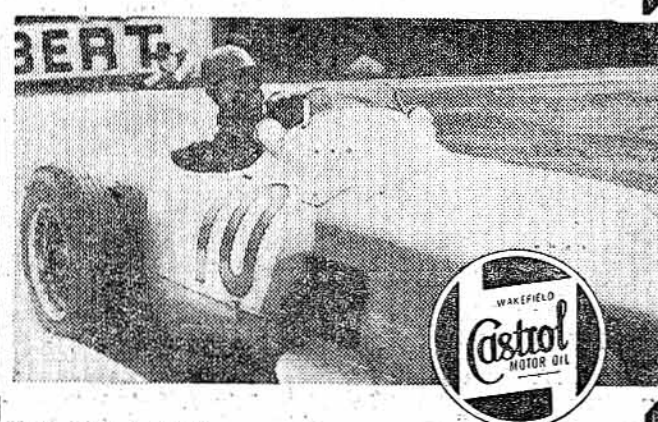


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DON ROYER, center, rallymaster, shakes hands with Dennis Chylinski, left, and Bob Blakely, winners of the Corvette Club's "Tourismo da Corvette" rally. The two received trophies at big Corvette meet turnout.

Various Rally Results

National FCCA Sleeping Bag II June 28-29 Don Dwyier, Rallymaster 96 Cars

NAVIGATIONAL CLASS (28 CARS)				
Pos.	Driver	Navigator	Club	Car
1.	Sandra Rosen	Bob Rosen	SFVFCCA	TR-3
2.	Gene McDonald	Dorothy McDonald	DSCC	A-H
3.	Norm Marchment	Jinx Marchment	DSCC	Ford A
4.	Stan Johnson	Al Sorenson	RWSCC	Alfa
5.	Ed Svendsen	Bob Petrie		MGTD
6.	Herb Schneider	Pete Kazin		MG
7.	Doug Lardie	Tom Lardie	SFVFCCA	TR-3
8.	Bette James	Ted Kenyon	SDSCC	Porsche
9.	Ken Tuggle	Mary Tuggle	WFCCA	TR
10.	Beth Alden	Les Alden		Jag
NON-NAVIGATIONAL CLASS (68 CARS)				
1.	Harvey Schaub	Lucille Schaub		Ferrari
2.	Dick Wolford	Mary Jo Wolford	LSCC	TR-3
3.	Frank Cunningham	Virginia Cunningham	JOC	Jag
4.	B. M. Chamblin	M. Chamblin		
5.	Curt Fisher	Marilyn McCullagh	SCCA	MG A
6.	Bob Cole	Marie Cole	LBDSCC	MGTD
7.	Chick Beauregard	Dot Beauregard	LBDSCC	TR-3
8.	Janet Detrick	Don Detrick	SFVFCCA	VW
9.	Pat McCann	Jay Fuller		Jag
10.	Sidney White	Renee White		VW-Ghia

Santa Barbara FCCA Semana Nautica VII July 5-6 Dick Brashear, Rallymaster 46 Cars

Pos.	Driver	Navigator	Club	Car	Error
1.	Bob Piercy	Larry Harris	SMFCCA	A-H	(Not Announced)
2.	Tom Higgins	Doug Deary	SMFCCA	Porsche	
3.	Thayn Judd		SBarb FCCA	TR	
4.	Stan Johnson	Al Sorenson	RWSCC	Alfa	
5.	Ed Lynch	Al Nesbit	SMFCCA	Jag 2.4	

Volkswagen Leader; Hillman Takes Drop

Volkswagen maintained its tremendous lead in California foreign new passenger car registrations from January through April, 1958, according to Motor Registration News of Calif.

NEW IMPORTED PASSENGER CAR REGISTRATIONS

January through April, 1958	Calif. No.	So.
1 Volkswagen	5532	2605
2 Renault	1836	492
3 Fiat	1239	481
4 Volvo	1154	350
5 Opel	1113	377
6 English Fords	912	449
7 Simca	889	574
8 Triumph	877	344
9 Hillman	868	362
10 M.G.	847	299
11 Borgward	643	277
12 Morris	408	190
13 Vauxhall	359	154
14 Austin Healey	314	129
15 B.M.W.	313	112
16 Porsche	256	103
17 Jaguar	224	76
18 D.K.W.	213	69
19 Mercedes Benz	207	91
20 Goliath	162	93
21 Alfa-Romeo	97	45
22 Sunbeam Talbot	69	29
23 Austin	48	31
24 Citroen	38	7
25 Berkeley	32	11
26 Lloyd	32	23
27 Rover	21	14
28 Panhard Levassor	15	8
29 Rolls Royce	10	5
30 Lancia	9	3
31 Morgan	7	4
32 A.C.	5	2
33 Facel Vega	4	—
34 Isotta	4	—
Misc. (3 or less each)	19	5
TOTALS	18,786	7823

Published through courtesy of MOTOR REGISTRATION NEWS of California, Oakland 6.

RALLIES

- JULY**
- 12—Northrop RSCC "Sierra Rally V", an SCCSCC championship event. Starts 6 p.m. at the Northrop Facility, 500 East Orangewood Ave., Anaheim. Fee \$5. Post Entries. Info: Gordon Madison GE 1-4233.
- 13—Singer Owner's Club "Time Trial"—Two trial runs and two timed runs. 8 a.m. Long Beach Veterans Memorial Stadium. Dash plaques. Fee \$4. Info: LU 7-4968.
- 12, 13—Redwood SCC CAL-ORE rally, a two-day two-stage combination Monte Carlo and navigational event. First day: Monte Carlo to Medford, Ore. Second day: navigational to end at Rogue Valley Country Club. Dash plaques. Contact Paul Roberts, Eureka, Calif.
- 20—Santa Monica FCCA "Rally De Oro III", an SCCSCC open event. 5 hour navigational over paved roads. Stock or modified odometer classifications. Starts 7 a.m. at San Fernando Recreation Park. Fee \$5. Info: Betty Warren FR 2-7526.
- 26—Paramount Studio Club SCC "Goo Honing Not Beach Rally"—2½ hour navigational type with picnic style dinner at finish. Starts 4:15 p.m. at Fox parking lot, 10301 West Pico Blvd. Info: Gene McGivency, 1133 Lillian Way, Apt. 8, Hollywood 38.
- 26, 27—El Camino Foreign Car Club, Inc. Fifth Annual Santa Barbara County Fair Concours D'Elegance. Santa Maria, Calif. For info contact Hank Neigemann, Radio Station, KSMA, Santa Maria.
- AUGUST**
- 3—Valley SCC—Six hour navigational rally. Starts 9 a.m. at Sears in the Valley. Fee \$3. Info: Dick Lovell ST 9-5760.
- 9—Long Beach Douglas SCC "Ken Farrar IV"—an SCCSCC championship event. Starts 7 a.m. at Harbor Blvd. & Katella Ave. near Disneyland in Anaheim. 10 hour navigational. Fee \$5. Post Entries \$6. Info: Bob Cole GA 3-9101.

Rally 'Round

★ ★ With Duane and Jerrie Sparks

The National FCCA had a most successful running of its second annual SLEEPING BAG rally. Rallymaster Don Dwyier reports that 96 cars, 68 of them running the non-navigational class, participated in the two-day event over the weekend of June 28-29, with sleeping a la bag at Greenhorn Mountain Camp near Lake Isabella Saturday night. Winners in the navigational class, Sandra and Bob Rosen of SFVFCCA with their 1:52 error, were only 18 seconds better than non-navigational winners H. Schaub and L. Schaub with their 2:10.

Coming up this week is the SIERRA V, Northrop Recreation SCC's big event of the year, and the SCCSCC championship rally for July.

The whole Northrop club has worked to make this SIERRA even better than last year's, which, in our book was one of the most outstanding of last season. The one bit of advice which seeps from any conversation with a Northrop member these days is "Keep your eyes open."

Santa Monica FCCA's RALLYE DE ORO IV on July 20 will be, from the standpoint of number of entrants, the biggest rally of the year. Practically all clubs in Southern California are joining to make it their event of the month, thus promising a tidy sum for this year's charity, the Foundation for the Junior Blind. Over 200 trophies will be awarded to winners in STOCK and MODIFIED divisions—referring only to odometer installations to determine the appropriate class. The rally itself will be a simple navigational event, full of pleasant scenery to insure an enjoyable day for all contestants.

As a general rule it is the policy of this column to compliment organizing clubs and rallymasters for their untiring efforts to present enjoyable events for the benefit of their fellow enthusiasts. These volunteer workers always spend a lot of time and no little amount of their own money to organize a rally just for the fun of it. Usually we feel that if the finished product is reasonably successful, congratulations are the least we can offer as our thanks for the fun provided. However, when a rally is advertised as a council open or championship event, a certain amount of responsibility falls upon the sponsoring organization to be sure that the event is properly prepared and ex-

ecuted. A club should not accept such a date from the council unless it is prepared to carry through on all phases with procedures to double check all important elements of the rally itself.

It is not enough for the rallymaster to wear out his car searching the back country for new and interesting routes to cover. It is not enough for the custodian of the club watches to spend many evenings synchronizing and adjusting to make sure they will stay reasonably close together for an eight or ten hour period. It is not enough for the trophy chairman to search the shelves of the trophy house for new ideas or for the publicity chairman to prepare attractive brochures. The whole thing has to be tied together, checked and double checked for errors of omission and commission before being offered to contestants as an open or championship rally. Rallyists have come to expect (because as a rule they get it) an open or championship rally to be perfect when it comes to clarity of instructions, accuracy of measurements and timing.

All this soap-box editorializing was occasioned by the two principal events run in Southern California last weekend. Santa Barbara FCCA offered its SEMANA NAUTICA VII, one of the oldest, most respected events as an SCCSCC open rally, while the Aztec Foreign and Sports Car Association presented its first annual EXCUSE MY DUST rally as a San

Diego Council championship event. Surely rallymasters Dick Brashear and Morris Kindig will be among the first to admit that there was considerable room for improvement in most of the important phases of their respective rallies. Perhaps the best lesson these rallymasters learned is the necessity to finish all preparation EARLY. Schedule everything out so there is plenty of time to run the course several times after the final instructions are prepared so that any possibility of errors in spelling on signs, or course directions can be rectified before the day of the event. Usually it is practicable to use the rally as a club event prior to its presentation to the public. This is an excellent way to smooth out any rough spots and insure a happy group of contestants at the finish line. Above all, be SURE that mileage measurements and true time calculations are accurate. Failure in this department is the one thing guaranteed to cool the enthusiasm of any entrant.

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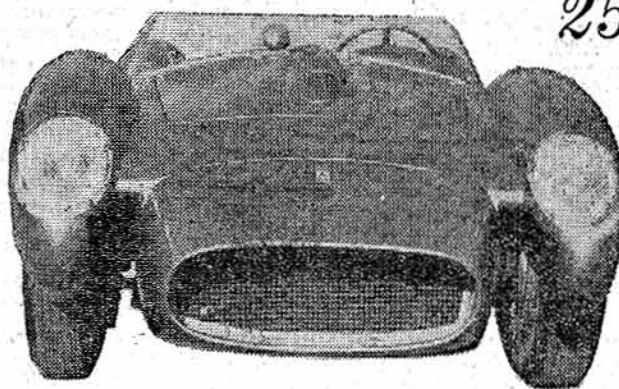
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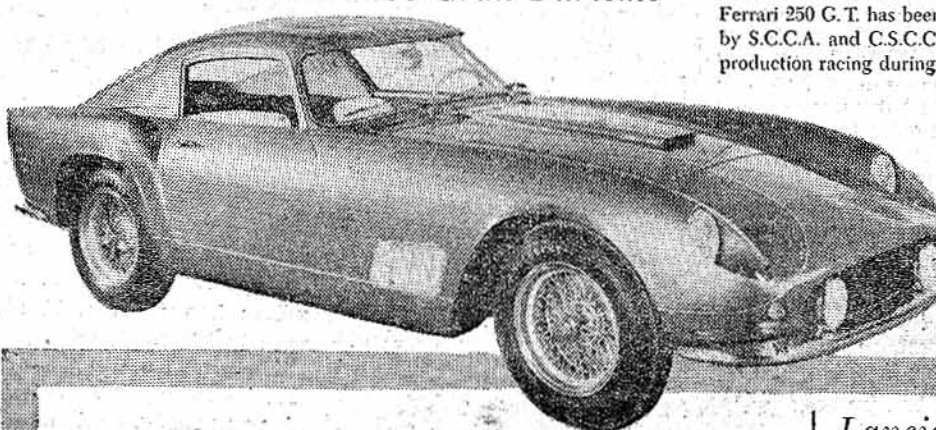
Ferrari introduces the 3-litre 250 Testa Rossa



The 250 Testa Rossa combines the race-proven Testa Rossa chassis with the successful and cultured 12-cylinder, 3-litre racing engine. The car now has 300 h.p. at 7200 r.p.m. The engine is fed by six dual-throat carburetors. All four speeds synchromeshed (Porsche type) and oil cooling radiator.

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San Francisco Newsletter • Dear Gus

By Tom Wilson
INNKEEPERS BILK YAHOOOS;
NEW CIRCUIT DUE

DEAR GUS:

From all appearances, the San Francisco Region of SCCA has got it made. With the Laguna Seca and Vaca Valley Raceways already a reality, now we get word that the California Raceway at San Carlos has been granted a use permit and come next spring they will stage their inaugural sports car race. The legal beagles inform us that nothing short of the Supreme Court can gum up the works from here in. This projected course has been a political football but now it appears that the promoters, Don Banks and Rod Carveth, have got it made.

The San Francisco Region will probably open their 1959 season with an airport race at Stockton, followed by regional races at Laguna Seca, Vaca Valley and California Raceways. If things get dull, airport races will be run at Minden-Gardnerville (near Lake Tahoe) and Tracy. With a National Rally and a hillclimb, the San Francisco group will have their hands full. National Races at Laguna Seca and Vaca Valley are set for next year and the dates are up for approval before the National Activities Committee.

NEVADA G. P.

The first weekend in August will witness a mass exodus from these parts, over the hump into Nevada, for the First Annual running of the Nevada Grand Prix. A 12 turn, 4.3 mile course on the Minden-Gardnerville Airport, south of Reno, will give the big iron a chance to get out and really stretch. There has been a shortage of 4.5 and 4.9 iron in these parts but this course should bring many of these cars out of the mothballs.

The twelve race program will be the usual regional race format with plenty of action for all classes of cars and drivers, including first time novices. The usual hectic social and financial program will be in effect, so try to make it Gus and we guarantee that it will make you well, at least financially. That is what they tell me, so I am passing it on to you for what it is worth.

SUCKER'S PARADISE?

Gus, I understand that some of the boys from SCAMP were upset concerning some of our remarks regarding the recent Laguna Seca Races. As we said, there is nothing wrong with SCAMP and their race organization, but the local gendarmes and the local inn and pub keepers need to change their view-

point in life. If the Laguna Seca Races are to be made a Sucker's Paradise, it won't take many years to kill the whole deal. All that we ask is very simple. If winter rates are in effect during November, just leave it that way for the Pebble Beach National Races and we will all be very happy. We understand that the same deal practically killed off the old Watkins Glen deal. Just because we hocked the family silver, cut off the kid's allowance and ate beans for a week, this does not mean that the sports car crowd are not feeling some pain after a weekend at the races. The race committee people were paying 16 to 20 bucks for a room and, besides working gratis, they were the guys who were entirely responsible for this bonanza. If you get a letter from SCAMP, be sure to run it. A review of both sides of this question will clear the air and make the innkeepers more realistic about the value of their room and board.

Gus, I just made a bet with Josh Hogue and Bill Finefrock that you would trim about 200 words out of this column. This cut is usually in the interest of Tagliarini Grand Prix on the Islands of Langerhans. Follow your usual format and I will have it made,

with best regards,
tom wilson.

Vaca Valley Races

(Continued from Page 4)

place. Chuck Howard held onto fourth spot and was 3rd in Class E behind Weiss. Fred Knoop was 6th overall and first in Class C, with the Huffaker Special. Rod Carveth followed Von Neumann in Class D for the place trophy. Since McAfee moved up into Class E, he also carried away the first place trophy for this class.

The Vaca Valley course proved to be a well-designed and safe course. The only casualty of the two day racing program was Irv Goldstine, one of the designers of the course, who was picked off a haybale when Marion Lowe tried to alter Turn 9. A fractured collar bone was the extent of his damages, plus an embarrassed expression as they hauled him off to the hospital. Of more serious nature was the serious injury to Dr. George Snively, who was injured in an auto accident, near his home in Sacramento, Friday night before the races.

West Texas Bills Aug. 2-3 Race Meet

MIDLAND, Tex., July 7—West Texas' first and largest sports car race will unfold Aug. 2 and 3 at Midland Air Park, sponsored by the Midland Junior chamber of commerce. The races have been given regional sanction by the Sports Car Club of America.

Automobiles will speed around a 2.6 mile course. The simulated track will be marked off in the shape of triangle with 3 straight-aways and tricky curves at each of the three points. The longest straight is 4,000 ft. long. 7 races are scheduled for the 2 day run.

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Oker, McAfee Post Victories

(Continued from Page 4)

the process on the long Riverside circuit.

In Saturday's race Miles finished third, behind McAfee and Chuck Daigh. Daigh, who had been banned by both the CSCC and the SCCA for pro driving last year, is now back in the good graces of the CSCC and drove Reventlow's Cooper-Climax. The car went into the pits early in Sunday's race. It will be remembered that the only time Miles and the RS Spyder were beaten during 1957, in a Sunday event, was by a Cooper-Climax, driven by Bob Drake.

GINTHER SCORES

The over-1500cc Production races belonged to Richie Ginther and the GT Ferrari 3-liter both days. Tony Settember took second on Saturday, with Andy Porterfield third, both in Corvettes. On Sunday vice versa, with no more than two seconds between them at the finish either day.

Don Dickey came down from Northern California and won the small production car race both days, beating Jimmy Moore by 4 seconds on Saturday and 29 seconds on Sunday. Dickey is now the leading driver in this class.

The Women's race was won by Josie (Von Neumann) McLoughlin as she took John's Testa Rossa through the traps at 148mph. In Sunday's race, Linda Scott took second on her first good mount, an RS Spyder.

Course: 3.27 Miles

Race 1—Novice, all classes. 5 laps. Avg. 71.1 — 1. Richard Corbaval, Morgenson Spl.; 2. Vacek Polak, Porsche Spy; 3. Jim Crank, Alfa. Class winners — C. Corbaval; O. Max Gordon, AH; E. Cliff Haworth, TR2; F. Polack; H. Walt Mancke, Crosley. Fastest lap, Corbaval, 2:32.

Race 2 — MGs. 6 laps. Avg. 72.3 — 1. Robt. Scurlock, MGA; 2. Ray Pickering, MGA; 3. E. Forbes-Robinson, MGA. Under-1500cc, Jack Bleak, TF. Fastest lap, Scurlock 2:35.5.

Race 3 — Mod. under-1000cc excl. MGs & prod. under-1500cc. 6 laps. Avg. 77.2 — 1. Don Dickey, Porsche Carrera; 2. Jimmy Moore, Porsche Carr.; 3. D. D. Michelmore, Porsche Spd. Carr.; 4. Dickey; 5. Bud McAfee, Panhard Spl.; 6. Jim Parkinson, Ferry Renault. Fastest lap, Dickey, 2:32.

Race 4 — Prod. over-1500cc. 6 laps. Avg. 80.8 — 1. Richie Ginther, Ferrari GT; 2. Tony Settember, Corvette; 3. Andy Porterfield, Corvette; 4. Settember; 5. Ginther; 6. Bill Love, AC Bristol. Fastest lap, Ginther, 2:23.

Race 5 — Women. 5 laps. Avg. 75.7 — 1. Jose McLoughlin, Ferrari Testa Rossa; 2. Mary McGee, Ferrari GT; 3. Barbara Windhorst, AH; 4. Barbara Burhop, Corvette; 5. D. McLoughlin; 6. Cathi Cote, AC Bristol; 7. Betty Shutes, Porsche Spy. Fastest lap, McLoughlin, 2:29.

Race 6 — Mod. 1000-1500cc. 8 laps. Avg. 83.9 — 1. Jack McAfee, Porsche RS; 2. Chuck Daigh, Cooper Spts; 3. Ken Miles, Porsche RS; 4. McAfee; 5. Frank Monise, Lotus; 6. John McLoughlin, Cooper. Fastest lap, McAfee, 2:16.5.

Race 7 — Mod. over 1500cc. 8 laps. Avg. 89.2 — 1. Lance Reventlow, Chev-Scarb; 2. Bob Oker, Aston Martin; 3. John von Neumann, Ferrari Testa Rossa; 4. Reventlow; 5. Oker; 6. von Neumann; 7. John Timanus, Lotus Climax; 8. Ken Miles, Talbot Lago. Fastest lap, Reventlow, 2:09.7.
(Complete charts of other races elsewhere in this issue.)

Watch for Series by Touring Stewardess

How do two pretty airline stewardesses get along on a whirlwind sports car tour of Europe?

For a graphic word-picture, watch for a series written for MOTORACING by PAA Stewardess Lee Carrillo. It starts soon in MOTORACING.

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Myra's Clipboard

By Myra Jones

RIVERSIDE
PIT GLEANINGS

MUCH TO EVERYONE'S Surprise these races drew one of the smallest fields for a CSCC race. Reason perhaps the "recession" taxes just paid, a course too difficult for many of our "tired cars," vacations, etc.

The communications boys set up an emergency phone system. The club feels that races cannot be run safely without adequate communication to all corners. The system provided by the course was not adequate, and the emergency one developed a break which was difficult to find—thus practice was shortened much to the annoyance of the drivers.

Thanks to Al Papp for the tub, towels and water that he provided for the drivers and workers in the impound area. It was mighty hot, especially on Saturday.

Jim Chaffee cracked the head on his MGA, 125, and burned out a connecting rod bearing during practice. It was good to have Bob Plass back with his little red OSCA, 119. It seems that he is a trouble shooter for cement plants all over the world and so enters all our races but never knows when he will be in town. He lost a bolt out of the ring gear in the rear end during the last lap of race 6 and so didn't get to run on Sunday.

The crew for Nick Pastor's (Elmer's Triumph) 149, had a busy day. They replaced the coil, condenser, fuel pump, gas line and distributor cap on Saturday. It wasn't ready for Jackie Bondurant in the women's race and then Bob Bondurant lost the gears on turn 6 during race 7. They replaced the transmission and Bob took it to 3rd in class in race 12.

There were 4 cars on the Long Beach MG Car Club Racing Team. Jim Honeter lost the carb dash pot on his MGTF, but he took second in class in race 2. Loyd Davis couldn't get any better than 7th in his class with his MGA due to lack of oil pressure. James Coffin was having ignition troubles with his A-H. Robbie Robinson ran out of torque and couldn't pull the hills as fast as he wanted to with Ken Swanson's MGA, 67.

Linda Scott received a thorough oil bath when the oil line broke on the Willment during practice. Jack Bleak was leading Sam Taylor in the "little" MG when his generator fell off. He coasted across for 3rd. He didn't have a tach after the second lap. John Burbridge came into the pits with 2 "passengers" he had picked

up out on the course following his race. They were drivers who had "dead" cars.

When Max Gordan was trapped in his up-side-down AH coupe, he was questioned repeatedly by a worker as to his condition. Max repeatedly told him that he was OK. After assuring the man several times that he was OK he said, "This is no time for a physical, get me out of here." Max is now a believer in roll bars, shoulder harness, safety belt and crash helmet. The car was badly squished but Max didn't even have a scratch and when we saw him about half an hour later he didn't even have the "shakes."

Bill Wheeler was having troubles with his DB Panhard, 104. He finished in race 10 but they couldn't get the car started for one in the women's race. There was no compression so figured they had burned out the valves. The Ferry Renault, 131, had a scratched place on its nose. The story goes that the trailer hitch broke and made the scratches. Ruth Doushness was disappointed when her ride in Ray Pickering's car went up in smoke (lost valve in race 8) but was happy to get a ride in George Duncan's TR2 Devin. He was a real good sport and didn't even scold when she brought it in with a torn left side resulting from contact with the guard rail on 6. Bill Friedauer had fun driving around the course in his new ALKEN-bodied Volkswagen. He didn't set any speed records. Alexander Budurin had his car loaded and called to his crew, "Let's go, we have to be in Tucson tomorrow morning."

We had several cars that traveled considerable distances to compete. Donald Dickey, Alleghany, Calif.; Jim Crank, Oakland; Alex Budurin, Tucson; Carleton Beal, Texas; Dick Morgenson, Phoenix; George Reis and Mary McGee, Arizona; Stanley Sugarman, Scottsdale, Ariz.

One of the nicest group of people who follow the road races come from the San Diego area. There are drivers, mechanics, officials, friends and workers. Some of the drivers include Johnny Biehl, Scott Briley, Barbara Burhop, Klaus Bythiner, Ivan Cole, Max Gordon (flip-over Healey), Jack Millikan, Pat Patterson, Francis Luekel and Willie West. Can't think of the names of all the workers but a couple of the most active are Terry and Ed Boughton. Thanks for all of your support, pals!

We had 205 starters in the two days of racing, with a retirement of 38. That is still about 18 1/2%.

See you at Santa Barbara!

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Robert Carlson of Long Beach turned in the best mileage in a Renault Dauphine on one tea-cup (4 ozs.) of gasoline, to win a pair of all expense round trips to Paris via Pan-Am Polar Route. Carlson's mileage was measured and it figured that he would have gone 80 miles on a gallon of gas.

Over 107 finalists competed in the elimination contest with Bill Creighton also winning a pair of round trip Pan-Am tickets to Paris.

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JUST THE FACTS, PLEASE

From L. A. Times, July 6 - A 300-pound black bear was killed today by two Sheriff's deputies after a wild chase. . . . The officers poured 14 shots from their pistols into the bear's body.

From L. A. Examiner, July 6 - Deputies inspect the claws of a 400-pound bear. . . . Two deputies took pot shots at him as they ran. Bullets missed, but frightened animal died of a heart attack.

SCCA RACES SEPT. 13-14

The San Diego Region of the SCCA has leased Hourglass Field, near Torrey Pines, for a two day event Sept. 13-14. The program calls for seven races each day, with two novice races on Saturday and another on Sunday.

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